

The China Mail.

Established February, 1846.

Vol. XLIII. No. 7439.

號三十一年六月八日一千英

HONGKONG, MONDAY, JUNE 13, 1887.

日二十一月四閏年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBAN, 11 & 12, Clement's Lane, Lombard Street, E. C. George STREET & Co., 30, Cornhill, Gordon & GOTCH, Ludgate Circus, E. C. Bates HENDY & Co., 37, Walbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMÉDEE PRINCE & Co., 36, Rue Lafayette, Paris.

NEW-YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and AMERICAN PORTS generally.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GODWIN & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., The APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLOR & Co., Swan, Singapore. C. HEINZEN & Co., Manila.

CHINA.—Macao, T. A. DE CRUZ, Suez, Toulon, Quilon & Co., Amoy, N. MOALIE, Foochow, Hengchow & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CHAPMAN & Co., and KELLY & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$7,500,000
RESERVE LIABILITY OF PRO-
PRIETORS, \$7,500,000

COUNT OF DIRECTORS.
Chairman—M. GROTH, Esq.
Deputy Chairman—C. D. HOTTOMLEY, Esq.
Hon. J. REILLY IRVING, Esq.
W. H. F. DABBY, Esq.
H. L. DALRYMPLE, Hon. A. P. McEVEN,
Esq.
H. HOPPIUS, Esq.
Hon. F. D. SASSON.

CHIEF MANAGER,
Hongkong, Thomas JACKSON, Esq.
Acting Chief Manager—John WALTER, Esq.

MANAGER,
Shanghai, Frank CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG,
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Gratis granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted in London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, May 27, 1887.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 12.

2.—Sum less than \$1, or more than \$200, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in this Savings' Bank may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3/4 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1887.

NOTICE.

IN TITLES.

In the Matter of the Estate of LEONG ON in Liquidation.

NOTICE is hereby given that a MEETING of the CREDITORS of this Estate will be held on MONDAY the 11th of July, 1887, at 11 of the CLOCK in the CHAMBERS, at the Offices of Mr. W. B. CUNNINGHAM, in the Sze-Keung Court, Hongkong, to receive Proofs of DEBTS against the Estate. All Creditors who have not yet proved should do so on or before the said 4th July, 1887. And after the date the Trustees of the Estate will declare a DIVIDEND having regard only to the Claims which shall then have been proved.

Dated 4th June, 1887.

WOTTON & DEACON,

Solicitors for the Trustees of the above Estate.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OWNERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 10, 1887.

NOTICE.

IN TITLES.

NOTICE is hereby given that the OWNERS will be RESPONSIBLE for

Entertainment.

THEATRE ROYAL,
Mr. JOHN F. SHERIDAN.....Proprietor.
Mr. F. H. POLLOCK.....Business Manager.

FOR A FEW NIGHTS ONLY!

COMMENCING WEDNESDAY,

the 15th June, 1887.

Return of the Established Favourites

JOHN F. SHERIDAN
AND HIS MATCHLESS COMPANY, *
AFTER THEIR BRILLIANT TOUR,

And now en route for London, will appear

on the above date

In a NEW AND SPECIAL PROGRAMME,

Arranged expressly for the

Return Visit.

Further particulars duly announced.

Box Plan now open at Messrs. LANE,
CRAWFORD & CO'S. W. J. ALLEN,
Agent.

Hongkong, June 7, 1887. 1075

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHWANG, TIENSIN, HANKOW and
Ports on the YANGTZE.)The Co.'s Steamship
Decatur, Captain ASQUITH, will be
despatched above on WEDNESDAY, the 16th Instant, at Daylight.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 13, 1887. 1079

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s
Steamship
Ravena
will leave for the above
place on WEDNESDAY, the 16th Inst., at
10 a.m.E. L. WOODIN,
Acting Superintendent.P. & O. S. N. Co.'s Office,
Hongkong, June 13, 1887. 1119DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND
TAIWANFOO.The Co.'s Steamship
Thales, Captain GODDARD, will be
despatched for the above
Ports on WEDNESDAY, the 16th Inst., at
Noon.For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, June 13, 1887. 1118

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Zafra, Captain TALBOT, will be
despatched for the above
Ports on WEDNESDAY, the 16th Inst., at
4 p.m.For Freight or Passage, apply to
RUSSELL & CO.,
General Managers.

Hongkong, June 13, 1887. 1111

FOR KOBE AND NAGASAKI.

The Steamship
Washington, Capt. W. REYNELL, will be
despatched for the above
Ports on WEDNESDAY, the 16th Inst., at
4 p.m.For Freight or Passage, apply to
SIEMSEN & CO.

Hongkong, June 13, 1887. 1114

FOR HIAGO AND YOKOHAMA.

The Steamship
Gisland, Capt. ROBINSON, will be
despatched above on
THURSDAY, the 16th Instant, at 4 p.m.For Freight or Passage, apply to
JARDINE, MATHESON & CO.

Hongkong, June 13, 1887. 1112

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEROQ, TIENSIN, NEW-
CHWANG, HANKOW and Ports on
the YANGTZE.)The Co.'s Steamship
Kithra, Captain J. ASQUITH, will be
despatched above on FRIDAY, the 17th Instant, at 4 p.m.For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, June 13, 1887. 1113

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Friar, Captain BURLE, will be
despatched above on
FRIDAY, the 17th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 13, 1887. 1110

FOR SINGAPORE, PENANG AND
CALOUTTA.The Steamship
Aratoon Acor, Captain J. G. OLIPHANT, will be
despatched for the above
Ports on TUESDAY, the 21st Inst., at 3 p.m.For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, June 13, 1887. 1117

To-day's Advertisements.

EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.FOR SYDNEY, MELBOURNE AND
ADELAIDE.(Calling at PORT DARWIN & QUEEN'S
LAND PORTS, and taking through
Cargo to NEW ZEALAND,
TASMANIA, &c.)The Steamship
Monimie, Captain HELMS, will be
despatched for the above
Ports on SATURDAY, the 18th Instant, at
Daylight.For Freight or Passage, apply to
RUSSELL & CO.,
Agents.

Hongkong, June 13, 1887. 1115

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SWATOW, CHEFOO AND
TIENSIN.The Co.'s Steamship
Panmure, Captain LEASK, will be
despatched above on
MONDAY, the 20th Instant.For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, June 13, 1887. 1120

NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND
SINGAPORE.THE S.S. Aratoon Acor having arrived
from the above Ports, Consignees
of Ours are hereby requested to send in
their Bills of Lading to the Underwriters
for counter-signature, and to take immediate
advantage of their Goods from alongside.Cargo impeding her discharge will, at
once landed and stored at Consignees' risk
and expense, and no Fire Insurance will
be effected.Consignees are hereby informed, that all
Claims must be made immediately, as none
will be entertained after the 20th instant.Per Fidelio, from Singapore, 187 Chinese.
Per Thales, from Coast Ports, Messrs. L.
J. and R. P. Malcampo, and 79 Chinese.
Per Afric, from Newcastle, 1 European,
4 Malays, and 43 Chinese.

Per Greyhound, from Hongkong, 22 Chinese.

Per Zephyrus, from Manila, 50 Chinese.

Per Aratoon Acor, from Calcutta, &c.

Dr. and Mrs. SPOTY, Messrs. M. Z. Martin,
J. S. Brandon, Chan Ah Fai and servant, 4
Europeans, and 321 Chinese.

Per Kutsam, from Shanghai, 32 Chinese.

Per Teheran, from Yokohama, 1 European,
Messrs. OUD, Mr. and Mrs. Sheridan, Mr.
and Mrs. Pollock, Mr. and Mrs. Hogan, Mr. and
Mrs. Allan, Messrs. Dunbar, Holland, Tivey,
Morgan, Death and Fraser-Smith, Mr. and
Mrs. Ashman, nurse and child, Messrs. R.
Witers, Messrs. Lamb, C. Schmidt, and 2
Chinese; for Singapore, Mr. and Mrs. Joaquin
and maid, and Mr. R. S. O'Connor; for
Venice, Mr. Nasibawa; for London, Mrs.
Livingstone; from Nagasaki, 20 Chinese.

Per Zephyrus, from Manila, 30 Chinese.

Per Aratoon Acor, from Calcutta, &c.

Dr. and Mrs. SPOTY, Messrs. M. Z. Martin,
J. S. Brandon, Chan Ah Fai and servant, 4
Europeans, and 321 Chinese.

Per Fidelio, from Hongkong, 187 Chinese.

Per Teheran, from Yokohama, 1 European.

Per Lydia, for Yokohama, 1 European.
Per Kutsam, for Swatow, 100 Chinese.

Per Kuta, for Singapore, 430 Chinese.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hongkong, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 12—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 13—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 14—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 15—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 16—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 17—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 18—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 19—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 20—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 21—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

Per DEPARTURE.

Per Fidelio, for Amoy, 203 Chinese.

Per Greyhound, for Hoitow, 20 Chinese.

Per Fushun, for Shanghai, 100 Chinese.

June 22—

Per Signal, for Hoitow, 10 Chinese.

Per Lydia, for Yokohama, 1 European.

The *Penang Gazette* learns from Dali that the bounded town of the Dali Railway Company of 500,000 ft. has met with the most pronounced success—the subscription exceeding thirteen times the amount required.

On Sunday morning, the 30th ultimo, a collision occurred in Fusing Harbour between the steamers *Gloucester* and *Glauco*, by which the former received some slight damage. The *Glauco* was not damaged.—*Peiping Gazette*.

It is reported from the North (says the *Shanghai Courier*) that the French Syndicate has succeeded in getting the contract for the regulations of the Yellow River. M. Thivierge has left Port Arthur for Choofo to conclude the maintenance of the existing Cable Tariff to which all messages between China and Europe are to be subjected, with the exception of messages to and from Russia, which are to pass to any part of China for something like 25 cents per word.

The agreement is to be for 20 years.

The submarine cable, which is shortly expected to arrive in China in the newly-built telegraph vessel *Ice Chen*, will not be laid it is reported, between Taiwanfu and Amoy, as originally intended, but between Taiwan and Foochow. A second cable is to connect Taiwanfu with the Pescadores—*Shanghai Courier*.

A telegraph was current in Hinga on the 31st ult., to the effect that the United States Minister at Taku had withdrawn from the Treaty Revision Conference. The Germans and French have already experienced the benefit of this sort of co-operation, and perhaps Mr. Hubbard thinks the rôle will suit him also.—*Hongkong News*.

The *Hu Pao* says that the Governor of Formosa, after consultation with Mr. Commissioner Lin Shih-fu, has decided upon a second railway between the north and south prefectures of the island, and that Mr. Spence, of Messrs. Jarrett, Matheson & Co., has been requested to plan the plant. At a place called Tiale K'ien there will be two iron bridges 800 and 600 Chinese feet long.—*C. D. News*.

On the 8th instant, the *N.C. D. News* says that the Customs having purchased the *Erkong*, are sending her south with materials for a lighthouse, near Hongkong, we believe. On the following day, however, the *News* says:—We were slightly in error yesterday in stating that the *Erkong* was going to take lighthouse material to Hongkong. She leaves in a day or two for Hongkong, and will then be handed over to Chinese.

On Friday, the 27th ult., says the *Chinese News*, the *Kungtung*, outward bound, ran ashore on the Rock of Brack, Kinkang, in Peiping. While endeavoring to pass a junk in the harbor, the position of the junk was such that the *Kungtung* had either to cut her down or go into the harbor. The captain accepted the latter alternative, and ran up so high that he was unable to get his ship off for a week. On Thursday night or Friday morning the tugs *Heron* and *Kaiti* succeeded in towing her into deep water.

The *Soochow* silk market opened on the 5th of June. Hing-shan and Wu-shi supplied the most silk. Prices range from \$18 to \$22 the 100 cuncos, according to quality. The yield in Soochow and Ch'ang-chow Prefectures is far below last year, being only from 30 to 60 per cent. The crop in the former, and from 30 to 70 per cent in the latter. Prices of mulberry leaf from 200 cash to \$1 and \$2 the pean, according to quality. Cossoms not dear; about \$20 the picul.

It is rumoured abroad (says the *Penang Gazette*) that certain of the Chinese ship-owners insist upon their engineers remaining on board the whole of the day, of departure, and that going ashore, except on business connected with the ship's business, will entail dismissal. We shall perhaps next hear that passengers are forbidden to smoke above the funnel, and on no account to speak to the man at the wheel, or hold-not with the skipper on the bridge.

The *Shantung Times* of the 3rd instant says:—A steamer *Glengore*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

WARTING on the 6th instant, the *Chinese News* says:—Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation is with one of equal rank and station in life, and a third mode of expression is used towards an inferior. Mr. Scott's work will be of inestimable value to all those who desire to study the language of this lately opened country, or to those who desire to add one more to their list of Oriental languages.

THE CHINESE TIMES.

The *Hu Pao* says that the Chinese Minister of Revenue, *Chang*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation is with one of equal rank and station in life, and a third mode of expression is used towards an inferior. Mr. Scott's work will be of inestimable value to all those who desire to study the language of this lately opened country, or to those who desire to add one more to their list of Oriental languages.

THE CHINESE TIMES.

The *Hu Pao* says that the Chinese Minister of Revenue, *Chang*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation is with one of equal rank and station in life, and a third mode of expression is used towards an inferior. Mr. Scott's work will be of inestimable value to all those who desire to study the language of this lately opened country, or to those who desire to add one more to their list of Oriental languages.

THE CHINESE TIMES.

The *Hu Pao* says that the Chinese Minister of Revenue, *Chang*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation is with one of equal rank and station in life, and a third mode of expression is used towards an inferior. Mr. Scott's work will be of inestimable value to all those who desire to study the language of this lately opened country, or to those who desire to add one more to their list of Oriental languages.

THE CHINESE TIMES.

The *Hu Pao* says that the Chinese Minister of Revenue, *Chang*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation is with one of equal rank and station in life, and a third mode of expression is used towards an inferior. Mr. Scott's work will be of inestimable value to all those who desire to study the language of this lately opened country, or to those who desire to add one more to their list of Oriental languages.

THE CHINESE TIMES.

The *Hu Pao* says that the Chinese Minister of Revenue, *Chang*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation is with one of equal rank and station in life, and a third mode of expression is used towards an inferior. Mr. Scott's work will be of inestimable value to all those who desire to study the language of this lately opened country, or to those who desire to add one more to their list of Oriental languages.

THE CHINESE TIMES.

The *Hu Pao* says that the Chinese Minister of Revenue, *Chang*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation is with one of equal rank and station in life, and a third mode of expression is used towards an inferior. Mr. Scott's work will be of inestimable value to all those who desire to study the language of this lately opened country, or to those who desire to add one more to their list of Oriental languages.

THE CHINESE TIMES.

The *Hu Pao* says that the Chinese Minister of Revenue, *Chang*, with the new sugar load from Hankow, arrived at the Tsin-tung Fugar wharf at 11.30 last night, and having taken in 950 tons of coal in 4 hours, resumed her voyage to London at daylight to-day. She had 500 tons tea on board taken at Hankow on a freight of £4, and made the passage from the Red Bay to Singapore in 6 days and 11 hours. Her rival, the *Moraine*, has had a clear start from Singapore of a full week.

Information has been received in Hongkong that the German barquentine *Welsch* (Capt. Weyer, Captain Mudrodt, which left Hongkong about four weeks ago for Takow to load a cargo of sugar for Yokohama, has been burned at Takow. The fire seems to have spread all over the vessel and to have left nothing but the hull. At Takow there is no place where the vessel could be beached; so when the flames burst forth the only resource to prevent the wharf from taking fire was to tow her out into the roadstead. On getting there the fire leaped up the masts of the ship and soon burned them up. When the flames broke out there were about 5,000 piculs of sugar on board, which have been destroyed. The sugar is said to be covered by insurance to the amount of \$20,000 in the office of the Man-on-Insurance Company and another Chinese Company. No less of it is reported.

MR. JAMES SCOTT'S COREAN GRAMMAR.

Amongst the arrivals at Chonjuho, Corea, on steamship *Hiyo Maru* on the 27th ultimo (27th May) was Mr. James Scott, the British Consul. It is said he has brought with him from Shanghai the first complete edition of his Corean Grammar and Corean Dictionary. The compilation of these two works is the sequence of many months; it may almost be said years, of diligent application to the study of the Corean language. To judge of the patience and perseverance which Mr. Scott has applied to his valuable work it is sufficient to mention that the Corean language can only be mastered by the assiduous study of a grammar which is, perhaps, the most difficult in the world. The Coreans speak in three different ways, sometimes more; i.e. they use one phrase when addressing a superior, another style of phraseology when the conversation

THE PUBLIC HEALTH BILL.

The following is the full text of the Memorial in reference to the Public Health Bill of which we gave a summary on Saturday night:

To His Excellency General Cameron, O.B., Commanding Her Majesty's Forces in China and the Straits Settlements, Administrator of the Government of Hongkong, &c., &c., &c.

Memorial of the undersigned unofficial members of the Legislative Council, Merchants, Bankers, Professional men, Owners of property, Traders, and others, both Native and Foreign.

May it please Your Excellency,

We have attention to the very unusual and altogether unprecedented course proposed to be adopted in hurrying forward the Public Health Bill by holding a meeting of the Legislative Council for the special and sole purpose of its second reading during the recess in the first week in July. At the last meeting of the Legislative Council held under the presidency of Mr. Marsh, the Attorney General stated that he had no more new Ordinances to bring forward.

In answer to the remark of the Surveyor General, We have still the Public Health Bill, Mr. Marsh replied, "that will be published for general information"; the Attorney General adding "I think it would be impossible to go through with the Public Health Bill this session."

At the first meeting of the Legislative Council under the presidency of Your Excellency, held on the 20th April, the Attorney General, in seconding the motion for adjournment, said:—"Perhaps in doing so it would be well that I should state for the information of hon. members of Council what further progress we propose to make this session: I have no objection to Bills now to bring forward, but it is not intended to press the Public Health Bill for the present. It is a very important Bill, and every opportunity will be given for its full discussion and examination. It will, I think, take a long time. I think it may safely say it is one of the most important Bills that have been brought before this Council for a very long time; but it is not proposed to go on it at present beyond the first reading, when it will be adjourned sine die."

Your Excellency also stated that the Government were very anxious there should be ample time to consider the question, not only on the part of the European community, and on the occasion of a deportation of Chinese waiting upon Your Excellency, you were pleased to remind them of the practice of the British Government to give the widest publicity to their intended legislation, and to assure them of your willingness to grant longer time, should it be required, before this Bill was passed into law. It has always been deemed wise to allow new legislation to be in abeyance during the excessive summer heats which render it impossible to devote prolonged attention to legislative matters, in addition to the constant anxiety and care inseparable from the preparation of such a Bill, and it would appear to be a most important opportunity to rush through an Ordinance of an exceptionally important character, containing twenty-one definitions, nine parts, one hundred clauses, twenty-five laws, headed schedules, and four Ordinances and parts of Ordinances repealed.

Your Excellency will perceive, upon an examination of this voluminous document, that its scope extends very far beyond the limits which its title would imply, the clauses with respect to the construction of buildings affecting in a most important, indeed vital, manner, the interests of every owner of property in the Colony.

Mr. Andrew Wind, News Agent, &c., 21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the CHINA MAIL, CHINESE MAIL, and CHINA REVIEW.

A PARKERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

inform the owners of such wells as have been found to yield polluted waters that their wells are polluted, and that the waters from them should only be used for cleaning and washing purposes.

A letter (No. 1887) from the Honourable the Colonial Secretary, concerning the publication of certain correspondence on the subject of the Public Health Bill was read. Resolved:—That the correspondence, together with a copy of the Bill transmitted by the Board to the Government, as well as a copy of the Bill which has been read a first time in the Legislative Council, be circulated among the Members of the Board.

A letter (No. 1887) from the Honourable the Colonial Secretary, concerning the publication of certain correspondence on the subject of the Public Health Bill was read. Resolved:—That the correspondence, together with a copy of the Bill transmitted by the Board to the Government, as well as a copy of the Bill which has been read a first time in the Legislative Council, be circulated among the Members of the Board.

A letter (No. 1887) from the Honourable the Colonial Secretary, concerning the publication of certain correspondence on the subject of the Public Health Bill was read. Resolved:—That the Board concurs with the proposal made by the Inspector of Schools, to transfer from the Educational Department to the State Board the administrative supervision of Grant-in-aid Schools.

The Board then adjourned till 5 p.m. on Tuesday, the 24th May, 1887.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1887.

1095

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. not premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1887.

938

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SCHEELE & CO.

Hongkong, May 20, 1887.

961

Intimations.

Mr. Andrew Wind, News Agent, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the CHINA MAIL, CHINESE MAIL, and CHINA REVIEW.

SAILOR'S HOME.

AN Y. Cast of Clothing, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1872.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the CHINA MAIL Office, and at Messrs. LANE, CRAWFORD & CO.—Price, 75 cents.

NOW COMPLETE WITH SUPPLEMENT.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, BY DR. E. J. FITEL.

CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K. \$2.50
Part II. K-M. \$2.50
Part III. M-T. \$3.00
Part IV. T-Y. \$3.00
Supplement. \$0.50
Reduced prices, per Complete Set, \$10.00, or, for Five Sets, \$40.00.

This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains nearly all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the standard dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, that is, in the standard dialect of the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, is published and sold separately.

LANE, CRAWFORD & CO.
Hongkong, April 4, 1887.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Rome Dini as a FERRY BOAT between Pedder's Wharf and Tsim-Tsui-Tsui at the following hours:—This Time Table will take effect from the 16th April, 1887.

WEEK DAYS. SUNDAY.

Lane, Crawford & Co. Lane, Crawford & Co.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

3.30 " 3.00 " 2.30 " 3.30 "

8.00 " 9.00 " 9.00 " 10.15 "

9.45 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON